

TOP SECRET

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\*USAF Declass/Release Instructions On File\*

IN 80699

OSA 1-15

*B*

TOP SECRET 161001Z CITE [ ] 1315

CITE

25X1A

25X1A

INFO [ ]

OXCAR BLACKSHIELD OPS

25X1A

REF [ ]

1184

Bx6739

25X1A

2179 (Bx6739)

1. REF [ ] MESSAGE. DELAY IN ANSWERING DUE TO NON-RECEIPT OF MESSAGE UNTIL 15/0600Z. NOTE ON MESSAGE WHEN DELIVERED READS AS FOLLOWS: [ ] SIGCEN NOTE: ABOVE MSG DELAYED IN TRANSMISSION DUE OPERATOR AT [ ] DROPPING BALL...NH"

25X1A

25X1A

2. DESCRIPTION OF CELL TACTICS ARE AS FOLLOWS: NO. 1 AIRCRAFT TOOK OFF FIRST (WX SCOUT) AND WAS AT FL310 FOR JOIN UP WITH NO 2, 3, 4 AIRCRAFT (WHO FLEW IN CELL TO ARCP). THE THREE SHIP CELL WAS AT BLK FL 280-290 AT ARCP. AFTER RENDEZVOUS AND ALL AIRCRAFT IN TRAIL, NO 4 CLIMBED TO FL 330, NO 3 CLIMBED TO FL 325 WHEN CLEARED BY NO 4. NO 2 CLIMBED TO FL 31.5 WHEN CLEARED BY NO. 3. THIS LEFT TWO CELLS OF TWO AIRCRAFT EACH, ALL USING COMMON INTERPLANE FREQUENCY. ALL AIRCRAFT REMAINED IN TRAIL POSITION DURING FIRST RENDEZVOUS.

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GROUP 1  
EXCLUDED FROM AUTO-  
DOWNGRADING

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AFTER FIRST CELL DESCENDED AND ACCELERATION DOWN TRACK, THE SECOND CELL DESCENDED TO FL 310 - 315 AND MADE RENDEZVOUS WITH SECOND RECEIVER. AT END AR, THE FIRST CELL DESCENDED TO FL 280 AND PROCEEDED TO KADENA ON A ROUTE THAT TOOK THEM WELL CLEAR OF THE REFUELING TRACK DURING SECOND AIR REFUELING. FLAT ALTITUDE FOR A CELL IS COMMON PRACTISE HERE AND AT DIRECTION OF CERAP. SECOND CELL FLEW NORMAL PROCEDURES DURING AR, END AR AND RETURN TO KADENA. THIS WAS ALL COORDINATED WITH [ ] PRIOR TO LAUNCH. CREWS THOROUGHLY BRIEFED PRIOR TO TAKE AND THOROUGH COORDINATION WITH DET 4 WAS TAKEN.

25X1A

3. SINCE TTFC DEPARTED LAST NIGHT, UNABLE TO DETERMINE WHETHER HE BRIEFED [ ] OR NOT.

25X1A

4. ALL FOUR CREWS DEBRIEFED AND THEY ALL STATED THAT IT WENT LIKE CLOCKWORK. BOTH RECEIVERS REPORTED EXCELLENT RENDEZVOUS WITH NO PROBLEMS AT ALL. EACH CELL USED A DIFFERENT COMM. PLAN, BUT COMMON INTERPLANE UNITL FIRST CELL DEPARTED ARCP.

5. OBVIOUS SUCCESS OF USE OF UNORTHODOX TACTICS INDICATES 903 TTF CONTINUED ENDEVER TO IMPROVE SAC AIR REFUELING PROCEDURES. VIOLATION OF REGULATION IS OBVIOUS (I.E. CONTROL TIME WITHIN 40 MINUTES, ALTITUDE SEPARATION). MISSION REQUIREMENTS DICTATE TACTIC TO BE USED. MISSION REQUIREMENTS WERE NOT KNOWN UNTIL VERY LATE IN THE GENERATION CYCLE. IT IS OUR CONSIDERED OPINION THAT THE INTENT OF SAC DIRECTION WERE NOT IN ANY WAY VIOLATED FOR THE FOLLOWING REASONS:

- A. COMPREHENSIVE BRIEFING OF TANKER CREWS.
- B. COMPREHENSIVE BRIEFING OF A-12 CREW WITH TTFC IN ATTENDANCE.
- C. COMPLETE WRITTEN DETAILS PROVIDED EACH CREW.
- D. SEPERATE C/R PLAN.
- E. COMMON INTERPLANE FREQUENCY.

25X1A

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F. COORDINATED WITH [REDACTED]

25X1A

G. SAFETY WAS PARAMOUNT.

25X1A

25X1A

6. [REDACTED] WILL BE REBRIEFED ON THIS INCIDENT. [REDACTED]

T O P S E C R E T TOR 161139Z DEC67

T O P S E C R E T